



# The Fly-By

A Quarterly Newsletter of the  
**Southwest Region**  
April, 2011



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

**Images** must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

**Credits:** In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

Message size limit: 20 MB

## **News Highlights From Around the Region**

In the first quarter of 2011, new commanders for Oklahoma and Texas Wings were selected. Legislative Week, too, gave the wings a chance to speak with their representatives and senators. Training and missions were also important.

**Breaking news:** On April 2, 2011, Texas Wing's Frisco Cadet Squadron Color Guard and Sheldon Cadet Squadron Drill Team won the SWR Cadet Competition.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events, which are posted below in the order in which they were received. My thanks to all.

**Arizona Wing's** activities included joining the Arizona Department of Emergency Management's (ADEM) statewide alerting system and cadets and senior members celebrating Arizona Aviation Day with Governor Jan Brewer. Over 25 cadets and senior members flew with the Air National Guard on a KC 135 re-fueling mission. Two Arizona cadets attended the Civic Leadership Academy. Glendale Composite Squadron broke ground on a new hangar and Casa Grande Composite Squadron won first place in the Arizona Daze Parade. Doolen Middle School Cadet Squadron received recognition and a donation from the American Legion, and Deer Valley Cadet Squadron earned CAP's "Quality Cadet Unit Award."

**New Mexico Wing** began 2011 with a Wing Commander's Reception in January – a popular annual event – and the Cadet Ball and Dining Out in February. The training schedule featured a Mountain Flying Clinic, a FEMA ICS-300 course, a Squadron Leadership School, a Training Leaders of Cadets course, First Aid training, and a Flight Line Marshalling school. March saw a large, multi-agency SAREX in Las Cruces, and Wing personnel successfully located and deactivated an ELT that had gone off aboard an aircraft being transported by truck.

**Texas Wing** had a great save this quarter, finding a downed aircraft at first light and helping rescue the pilot. The wing also engaged in much aircrew and ground team ES training, ran several professional development schools, held a Unit Commanders Course, and provided specialized cadet training. An Area Command Exercise tested the wing's capabilities in preparation for its forthcoming OPSEVAL. Selected from among several qualified candidates, Lt. Col. Brooks Cima will assume command in April, as Col. Joe Smith's term ends this year. The Texas Wing staff continues to plan for its new headquarters at Stinson Field, San Antonio.

**Louisiana Wing** held a cadet drill and quiz bowl at Barksdale Air Force Base; three squadrons participated, for a successful event. A group of cadets enjoyed helicopter rides thanks to a squadron commander's generosity. Group I held a safe and successful SAREX at the Monroe Regional Airport for a great training opportunity. Members of the wing continue to support the Surrogate Predator Project in Alexandria.

**Arkansas Wing** offered a flight clinic in Russellville. Col. Doug Alexander held his first Commander's Call on Feb. 12, followed the same day by a check/instructor pilots' meeting at Wing Headquarters. The wing conducted its annual charter review, and the wing's Cadet Competition took place at Camp Robinson. In March, Colonel Alexander attended the Wing Commanders Course at National Headquarters in Maxwell AFB, Ala. Throughout the quarter, the wing flew low-level route surveys for the Air National Guard's 188th Fighter Wing based in Ft. Smith, as well as airport photo missions for the Arkansas Aeronautical Commission.

**Oklahoma Wing's** Successful OPSEVAL with several Excellent ratings was the highlight of the quarter, the result of wing members' good teamwork and preparation. A Training Leaders of Cadets course and a Cadet Leadership Academy had very good attendance. A pilot clinic with 42 participants and 21 training sorties provided outstanding flight instruction. The Color Guard competition gave the Grove Composite Squadron a fourth consecutive win. Sadly, the wing suffered the passing of two valued members – friends of long standing –, Majors Dennis Raddant and William "Bill" Fennell, both multiple award winners. They will be greatly missed.

To everyone, our congratulations. 🇺🇸

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### **Safety is Priority One**

Please read the latest issue of The Safety Beacon for timely, seasonal advice at [http://members.gocivilairpatrol.com/safety/safety\\_newsletters.cfm](http://members.gocivilairpatrol.com/safety/safety_newsletters.cfm)

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at [http://www.capmembers.com/safety/safety\\_training/orm\\_training.cfm](http://www.capmembers.com/safety/safety_training/orm_training.cfm)
- **Safety is our Number One Priority.**

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### **How to Submit News Items for this Newsletter**

#### ▪ **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ▪ **Do I Submit Photos?**

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ▪ **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com) 🇺🇸



**Top:** Cadet Lt. Col. Evan Salisbury, Cadet Senior Master Sgt. Ralph Thomas, Cadet 2nd Lt. Dylan Hokanson and Maj. James (Ray) Dabney wearing their safety vests for the mission

### ***A Find With Save – and a Cell Phone Text Message Helped***

*by Maj. Arthur E. Woodgate, CAP*

CLARENDON, Texas – On Jan. 17, 2011, at approximately 8 a.m., a Texas Wing, Civil Air Patrol ground team found Lambert Little inside the wreckage of a single-engine Cessna 172A... alive. This was cause for celebration, as most missing plane searches end in a recovery operation.

The Air Force Rescue Control Center (AFRCC) had alerted Texas Wing, as the missing plane's last known location had been in the vicinity of Clarendon's Smiley Johnson Municipal Airport/Bass Field. The nearest CAP unit was located in Amarillo, Texas – the missing plane's flight had originated in Abilene, about 180 miles south of Clarendon. The search day's prevailing dense fog and poor weather ruled out an air search, but called for an immediate ground team instead. If the weather improved, an air/ground coordinated search and rescue (SAR) mission could be planned for later in the day.

CAP Maj. James Dabney led a Search and Rescue (SAR) team composed of Cadet Lt. Col. Evan Salisbury, Cadet 2nd Lt. Dylan Hokanson, and Cadet Senior Master Sgt. Ralph Thomas. The Incident Commander (IC) ran the mission from Denton, Texas, 267 miles east of Clarendon.

## The Fly-By, Southwest Region, April 2011

The AFRCC's target area was a fairly large oval spanning rough, forested, broken and hilly terrain that promised a difficult, slow, and possibly lengthy search. But this time fate was kind. Lambert Little's twin brother John had sent him a text message when he had been presumed overdue, and the cell tower transacting that connection was known. Lambert had been unable to answer the call because, by that time, his cell phone was jammed in the plane between the dash and the windshield, but the call had gone through and the message recorded. CAP's cell-phone forensic experts identified additional information on the plane's possible location.

The new piece in the puzzle was welcome news for the mission, as the known tower's sensing range plotted a much smaller circle than the area the AFRCC had indicated. Also, the new location was to the north of where the ground team normally would have started the search, had the AFRCC's general area been the only information available.

Lambert Little had been flying a fairly well traveled route that lies under high-altitude commercial air traffic. The hope was that since commercial pilots listen for the 121.5 MHz signal of older Emergency Locator Transmitters (ELTs), someone might have detected the signal. However, the missing plane's ELT had never gone off, removing another possible clue that could have led the ground team to the plane's location. (ELTs are designed to start emitting a signal of 121.5 MHz whenever the aircraft hits the ground.)

As the previous day had been clear, Little had been flying under Visual Flight Rules, but then the weather worsened and fog started to set in as Little neared his destination. When he began





his descent and the fog didn't clear, he realized he was in trouble. He tried to land at Smiley Johnson Municipal Airport/Bass Field, but couldn't make it to the runway.

CAP search and rescue personnel train for this kind of work, under all weather conditions, both in daylight and at night. It is hard work as every member of the team hopes for a save, but experience has taught them that this hope is seldom fulfilled.

**Above:** the pilot lies inside the wrecked airplane, sitting inside the aircraft's roof.  
**Below:** Emergency service workers study how to best get the pilot out of the wreckage.

Lambert Little's twin brother John, the plane's owner, feared the worst. "I know that in such cold weather there isn't much hope of survival," he said to Lt. Col. Woolfolk, the IC. He only asked for closure. Certainty was preferable to agonizing doubt.

Sheriff's Department and County personnel had volunteered to help and Maj. Dabney acted as the search coordinator.

Knowing that the airplane had GPS directional electronics capable of navigating it right to the runway, Maj. Dabney (a Ground Team Leader and aircrew Mission Scanner) started the search from the runway towards the known cell tower. It was barely daylight, and arduous going over the rough terrain. "We knew the plane wouldn't do too well if the pilot had tried to set it down on this kind of terrain," he said, "but we hoped for the best."

They also hoped that the pilot was still alive, perhaps only in pain. The plane had been missing for ten hours, and that is a long time if the pilot had been injured. These expectations remained unspoken, as the searchers couldn't be sure that their work would have a happy ending. Small planes are very fragile, and so is life.

For the CAP cadets, this was their first real SAR mission, but their training kicked in and they worked well together. "This is what we train for," said Lt. Col. Brooks Cima, Texas Wing Director of Emergency Services. "It is part of our emergency services mission, a valuable contribution to the Wing's preparedness, and a great way to teach responsibility to our cadets."

From a distance, about a mile from the runway, the searchers



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saw the plane laying upside down, a dog barking near it. It was Lambert Little's 13 year-old blind pet, Itty Bitty, that he had taken along for company. The team called the Incident Command Post with the initial news. Expectation went up a notch. The searchers found Little in the cockpit, conscious and up-beat, albeit with a broken leg. The news were relayed at once and soon all were jubilant, including Little's family, the local authorities, and the AFRCC itself. Congratulations and smiles were mixed with tears of relief and joy.



**Above:** Rescuers plan the best way to remove Lambert from the wreckage.

**Below:** After Lambert has been taken out of the plane, a state trooper leaves the scene.

"This happens so rarely," said Lt. Col. Cima, "but when it does happen, it's a validation of everything we train for and the effort we make whenever we go on a SAR mission. The AFRCC takes this as seriously as we do, and they were just as elated as we were at hearing the good news."

The rescuers extricated Little out of the airplane and moved him over to where he could be taken to the hospital in Amarillo. The dog was checked by a local veterinarian, and a city employee took it home to care for it until the family's arrival. The call also went to Amarillo, where an aircrew had been preparing to join in the search, as by then the weather had cleared. Although they had been ready to launch, pilot Capt. Richard Warner, co-pilot 1st Lt. Shawn Bowen, and scanner 2nd Lt. Vicki Bowen were relieved at hearing the latest development.

Lt. Col. Woolfolk summarized the general feeling, "The excitement level at having found the pilot alive was tremendous. We were so happy for him and his family." Then he added, "I have

been on many similar missions, but this is the first time that the find also became a save."

Lambert Little is the new City Manager for the city of Clarendon.

### **Epilogue** –

Afterwards, out of the hospital and recovering at home, this author spoke with Lambert Little who had the following to say.

"My first recollection is





finding myself upside down inside the plane and very uncomfortable. I was resting on the inside of the plane's roof, and was cold. I managed to move a fleece seat under me and I felt better. I reached around and found my leather jacket. I put it on and did some isometric exercises to try to keep warm.

"I could see the airport lights, so I knew I wasn't too far from it, but I didn't know if I could be

seen. I heard vehicles not too far, so I figured I was near a road, but in a hollow and they couldn't see me from the road.

"My twin brother John and I share a bond, and we know things about each other without us having to tell each other. I knew that John would be looking for me, and I just knew that people were looking for me. I never doubted that people were looking for me. That was a good feeling.

"A bad feeling was that my bad leg hurt. I took off my leg prosthesis (an old injury) and that felt better. But I knew I had broken the bad leg. Don't ask me how I knew, I just did.

"I have no recollection of time. I don't know how long I was lying there, and I thought that my dog was dead. Then I heard more vehicles and it was getting light. After a while, I could hear some noises, and then a man's voice, 'Hey, I think he may still be alive!'

"A state trooper looked inside the airplane and asked, 'How bad are you hurt?' Then he noticed my bad leg and said, 'He's lost a leg.' I asked if my dog was dead, 'No, it's tangled in a tree.' I asked if they could bring her to me, and they did.

"I am so thankful that so many people took the trouble to find me." 🇺🇸

*Portions of this article were contributed by Lt. Col. Rick Woolfolk, CAP and Maj. James Dabney, CAP.*

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*Photos this page: John Molder; All others, Maj. James Dabney*

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## **Arizona Wing Aircrews Deploy Air Card Technology**

*by 1st Lt. Cindy Beck, CAP*

PHOENIX – Arizona Wing's all volunteer force is ready to deploy aircard technology at a moment's notice. Aircrews can send photography and geo-location data in near-real time by landing at the nearest airport and transmitting photos by cellular aircard. This quick turn-around enhances the value of Arizona Wing's aerial photography capabilities to state and national emergency service agencies.

For the past several months, members of Arizona Wing, Civil Air Patrol, have been training to hone their skills in aerial photography, disaster assessment and response. "Arizona Wing is well prepared to use the new aircard technology thanks to the hundreds of hours members have dedicated to training," explained Lt. Col. Brian Ready, Arizona Wing Vice Commander.

With recent recognition by the Department of Homeland Security for projects completed on their behalf, and the February 2011 addition of Arizona Wing to the Arizona Department of Emergency Management (ADEM) statewide emergency alerting system, Arizona Wing's missions are expanding beyond the traditional search and rescue operations for downed aircraft.

Ryan Brown of the Arizona Department of Emergency Management said, "ADEM is excited to collaborate with CAP to bolster assessment capabilities and improve disaster assessment and recovery services to the citizens of Arizona." This month, Tucson-area CAP aircrews have





**Top:** 1st Lt. Francisco Leyva and Capts. Bryce Baker and Moores check out paperwork prior to the mission. **Below:** 1st Lt. Leyva and Capt. Baker stow their gear.

flown missions for ADEM already, using aircard technology and cameras enhanced with geo-location capabilities.

Besides anticipated future ADEM disaster assessment missions, Arizona Wing is currently conducting proficiency flights and monthly operational exercises to capture baseline photos of infrastructure such as bridges and buildings. These will be useful later, when ADEM will be able

to use them in assessing future damage.

**EDITOR'S NOTE** – by Maj. Arthur E. Woodgate, CAP

The use of an aircard to transmit digital information via cell phone is relatively new, and relies on the availability of a wireless cellular network. Since the Federal Communications Commission does not allow the in-flight use of cell phones or aircards, the aircrew must land the aircraft before sending the information as described above. This is a reasonably economic



way to transmit digital information, although the limiting factor is bandwidth: the larger the image(s), the longer the connection will need to be. The aircard service works on a subscription basis.

A possible alternative solution designed for in-flight use is the Satellite-transmitted Digital Imaging System (SDIS), serviced by Globalstar. The SDIS equipment

came factory-installed in some Garmin G-1000 "glass cockpit"-fitted Cessna-182 and Gippsland GA-8 CAP aircraft. Theoretically, this technology would provide higher bandwidth than the aircard, relying on geo-synchronous re-transmission satellites, and would work on a yearly subscription basis as well.

"Texas Wing installed this equipment in one of our airplanes about 5 years ago, thanks to a grant from Kerr County in favor of our Kerrville Composite Squadron," said Col. Joe R. Smith, Texas Wing Commander. "It worked fine at first, but then there was a problem with the satellites and the system became unreliable. We considered using SDIS during Hurricane Ike, but even if the satellite problems had been fixed, the bandwidth would not have supported the very large quantity of high-resolution digital photos we needed to send to the State. We had to come up with an alternative that could deliver gigabytes of data instead of kilobytes of data."

To improve overall service, Globalstar launched six satellites of its second-generation constellation on Oct. 19, 2010. Four of them are now operational and the other two are planned to

reach operational planes soon. It is expected that the ground stations will be able to communicate with the new satellites on short order, as soon as they are activated to establish connectivity.

In early March, 2010, Globalstar took delivery of an additional six new second-generation satellites that hopefully will be launched in May. The company has made service available to CAP at no cost until Dec. 31, 2011. 🇺🇸





**Top:** Texas Wing Commander Col. Joe R. Smith, Group II Public Affairs Officer Capt. Sandra Smith, Southwest Region Director of Administration and Personnel Maj. Harriet Smith and Wing Commander Select Lt. Col. Brooks Cima (currently the Director of Emergency Services). *(Photo: Group IV Commander Lt. Col. Bob Beeley)*  
**Bottom:** Col. Joe R. Smith, Lt. Col. Brooks Cima and Lt. Col. Bob Beeley. *(Photo: Capt. Sandra Smith)*



## ***Texas Wing Goes to Washington***

*by Capt. Sandra Smith, CAP*

WASHINGTON – On March 3, 2011, Civil Air Patrol (CAP) Wing Commanders and their selected staff members converged on Washington, D.C. for Legislative Day. This is an annual event that takes place before CAP's Winter National Boards and gives Civil Air Patrol an opportunity to speak to our Nation's representatives and senators on issues important to the organization.



This year's agenda items included CAP's effort in Deepwater Horizon, the budget deficit, and the Congressional Gold Medal bill honoring CAP's World War II volunteers, H.R. 719 and S.418.

Texas Wing Commander Col. Joe Smith set a quick pace with the

Wing Commander Select Lt. Col. Brooks Cima (who is currently the Director of Emergency Services), Group IV Commander Lt. Col. Bob Beeley, Southwest Region Director of Administration and Personnel Maj. Harriet Smith, and Group II Public Affairs Officer Capt. Sandra Smith.

**Top:** Rep. Michael McCaul.  
**Right:** Rep. Blake Farenthold.  
**Bottom:** Rep. John Culberson.



The Texas Wing group was able to visit with the Representative offices of John Carter, John Culberson, Blake Farenthold, Kay Granger, Jeb Hensarling, Michael McCaul, Pete Olson, and Mac Thornberry, as well as that of Senator John Cornyn. Informational packets were delivered to U.S. Representatives Kevin Brady and Silvestre Reyes.

## The Fly-By, Southwest I

Members of Congress and staffers were encouraged to join CAP's Congressional Squadron in Washington, D.C. and fly in CAP aircraft either in the D.C. area or back home in their respective Texas districts. While several Texas State Legislators have signed on as members of the Texas Wing Legislative Squadron, only U.S. Representatives Michael McCaul, Kevin Brady and Silvestre Reyes from the above list are currently members of the



Congressional Squadron.

**Top:** Rep. Pete Olson.  
**Left:** Sen. John Cornyn.  
**Bottom:** Rep. Kay Granger (Photos: Capt. Sandra Smith)

Afterwards, Lt. Col.

Brooks Cima said, "I was extremely impressed by Rep. Michael McCaul, who immediately signed onto the Congressional Gold Medal Bill and is actively gathering support from other U.S. Representatives to do the same."

Please visit <http://www.govtrack.us/users/events.xpd?monitors=bill:h112-719> and [http://members.gocivilairpatrol.com/cap\\_national\\_hq/cap\\_congressional\\_gold\\_medal.cfm](http://members.gocivilairpatrol.com/cap_national_hq/cap_congressional_gold_medal.cfm) for more information on H.R. 719 and S.418, Congressional Gold Medal for World War II members of the Civil Air Patrol. 🇺🇸





## ***Oklahoma's Cleveland County Composite Squadron Hosts SAREX***

*by 2nd Lt. Dan Arnold, CAP*

NORMAN, Okla. – At the end of February, 2011, a total of 128 cadets and senior members from around the state converged on the University of Oklahoma's Westheimer Airport for the year's first Search and Rescue Exercise.

With a nod toward recent seismic activity in Oklahoma and neighboring Arkansas, part of the exercise required ground teams to move from site to site, photographing dams and bridges, in damage assessment simulations. Concurrently, the teams were assigned the usual searches for missing aircraft and people.

The City of Norman's Emergency Management Team cooperated in the event by providing a propane-fueled fire simulator and fire extinguishers. Thanks to this equipment, cadets could safely practice the skills necessary to extinguish a small fire. This was the first time that many cadets had the opportunity to use this type of equipment, no matter what their rank.

"The training was more realistic this time," said Cadet Staff Sgt. Aaron Garbarino. "One aircraft crash mock-up was in the back of someone's pasture, so we had to knock on the owner's door to get permission to enter his property and reach the target. At the crash site, we had been asked to look for a passenger who supposedly had wandered away."

Cadet Airman Mark Kirk found himself a local celebrity when a picture of him – taken at a second crash site – appeared on the local paper's front page. "It was a real shocker to see myself on the front page. My older sister lives in the area and called me as soon as she saw the paper," he said.

Poor flying conditions in the days leading up to the exercise limited the number of aircraft to less than half the usual number. This hampered aircrew training somewhat, but fair weather during the exercise ensured plenty of training opportunities for all ground team members as well as command staff.

Overall, the wing viewed the exercise as a success. 

## Cadets Enjoy Helicopter Rides

by Maj. Lois  
Hopwood, CAP

BATON ROUGE, La. – On Jan. 22, 2011, seven cadets of the Capitol City Composite Squadron were treated to rides aboard a Robinson R22 Beta Helicopter. This two-seat aircraft has many applications including flight training, livestock mustering and patrolling pipelines.

Squadron Commander Maj. Bob Davis – who

personally funded the event – said, “The cadets got the opportunity to share controlling the aircraft and enjoyed hovering.”

Carmen Bridges, a helicopter flight instructor from Performance Helicopters of Baton Rouge, provided ground and flight instruction for the cadets. They were thrilled to receive an entry for rotorcraft training on their logbook. 🇺🇸

**Below: Top row** (L-R) 2nd Lt. Douglas Young, Cadet Chief Master Sgt. Brennon Young, and Carmen Bridges. **Bottom row** (L-R) Cadet Airman 1st Class Zachary Cate, Cadet Airman Kyle Roberts, Cadet Airman Jaylon Turner, Cadet Airman Colt Roberts, Cadet Airman 1st Class Kade McAdams and Cadet Airman Nicholas Kellner. (Photos: Top, Cadet Master Sgt. Brennon Young; Bottom, Mrs. Lisa Young)





**Top:** CAP Aircrew deplane on the flight line at Las Cruces. Navy T-34C trainers may be seen in the background. *(Photo: Capt. Dave Finley)*

## **New Mexico Wing Participates in Multi-Agency Exercise**

*by Capt. Dave Finley, CAP*



LAS CRUCES, N.M. – On March 5, 2011, the New Mexico Wing teamed with other agencies for a combined air-ground search-and-rescue (SAR) exercise based at the Las Cruces airport. The all-day exercise included multiple scenarios, and provided participants with extensive experience in multi-agency coordination and communication.

Civil Air Patrol (CAP) members from Las

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Cruces, Roswell, Alamogordo, and Socorro joined with the Organ Mountain Technical Rescue Team, Dona Ana County SAR, and Mesilla Valley SAR teams, Las Cruces Fire Department, Radium Springs Volunteer Fire Department, and the New Mexico State Police as they practiced emergency services missions. Five scenarios were conducted simultaneously, with searches for an Emergency Locator Transmitter (ELT), a simulated lost hiker, a supposedly injured climber, aerial survey of possible flooding, and aerial survey/photographs of a possible wild-land fire.

Three CAP aircraft flew sorties and five ground teams took to the field. The ground teams included two technical-rescue teams and one team mounted on ATVs. More than 60 personnel from all agencies participated in the exercise that was directed from an Incident Command Post at the headquarters building of the Las Cruces Composite Squadron, located on the Las Cruces International Airport.

The Incident Command System was implemented using Unified Command with staffing from multiple agencies that included CAP, Organ Mountain Technical Rescue, Mesilla Valley SAR, and the Las Cruces Fire Department. The command structure worked well and was up to the job.

All search teams succeeded in accomplishing their objectives.

"This exercise proved to be an excellent opportunity to work with other agencies and practice communicating with them effectively, cooperating closely, making the mission a success," said Lt. Col. Paul Cline, the Incident Commander. 🇺🇸





**Top:** 2010 Best Aerospace Test Score Cadet Airman 1st Class Andrew Grigg, 2010 Squadron Cadet of the Year Cadet Staff Sgt. Sam Stuckey, and 2010 Best Leadership Test Score Cadet Airman 1st Class Kyle Cardwell.

**Bottom:** Lt. Col. Larry Webster presents the Wright Brothers Award Certificate to Cadet Staff Sgt. Sam Stuckey,



### **Arkansas Wing's 99th C.S. Holds Awards Banquet**

*by Lt. Col. Larry Webster,  
CAP*

WEST MEMPHIS, Ark.  
– On Jan. 17, 2011, the 99th Composite Squadron held its Awards Banquet to recognize the outstanding cadets of the year 2010. Cadet awards and promotions were given.

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Cadet Staff Sgt. Sam Stuckey was recognized as Cadet of the Year 2010. In addition, he was presented his Wright Brothers Certificate.

The Best Aerospace Test Score 2010 went to Cadet Airman 1st Class Andrew Griggs, and the Best Leadership Test Score 2010 went to Cadet Airman 1st Class Kyle Cardwell.

Cadet Chief Master Sgt. Duane Feltmeyer and Cadet Airman 1st Class Kyle Cardwell were promoted to the rank indicated.

The squadron also recognizes performance quarterly. Distinguished were:

Cadet of the Quarter, Cadet Airman 1st Class Andrew Griggs,

Best Leadership Test Score of the Quarter, Cadet Airman 1st Class Kyle Cardwell, and

Best Aerospace Test Score of the Quarter, Cadet Airman 1st Class Kyle Cardwell.

Recipients of Certificates for The 100% Club were Cadet Chief Master Sgt. Duane Feltmeyer, Cadet Staff Sgt. Sam Stuckey, Cadet Airman 1st Class Paul Yates, and Cadet Airman 1st Class Andrew Griggs.

Certificates of First Flight went to Cadet Airman 1st Class Andrew Griggs, Cadet Airman 1st Class Paul Yates and Cadet Airman 1st Class Kyle Cardwell. 🇺🇸

(L-R) Earlier in the month, Maj. Murray Clark, the squadron safety officer, received his Grover Loening Award for having satisfied the requirements of Level III in the senior member professional development program. The unit commander, Lt. Col. Larry Wester, made the presentation. *(Photos submitted by Lt. Col. Larry Webster)*





## ***New Oklahoma Wing and Texas Wing Commanders Selected***

*by Maj. Arthur E. Woodgate, CAP*

WICHITA FALLS, Texas – Selecting a Civil Air Patrol wing commander is no trivial undertaking. The process is directed towards finding the best candidate for the position from among those who have applied for the job. Recently, a screening board composed of current and past wing commanders, as well as representatives of the wing and region staff, interviewed each candidate with the purpose of rank-ordering them. A finer selection was conducted by a board consisting of Southwest Region Command Staff and the immediate past commanders of the respective wings.

Only then, adding the information supplied by the applicants, input from their current

wing commander, and feedback from the wing's members, the Southwest Region Commander selected the best candidate for each wing and submitted their names to CAP National Commander Maj. Gen. Amy S. Courter for her final approval.

"The selection process was particularly difficult because of the exceptional quality of the candidates," said Col. Joseph Jensen, Southwest Region Commander. "With Maj. Gen. Courter's concurrence, I have selected Lt. Col. Joe Cavett to serve as the next Commander of Oklahoma Wing, and Lt. Col. Brooks Cima to serve as the next Commander of Texas Wing. These officers will succeed Col. Bob Castle and Col. Joe Smith, respectively, upon completion of their terms of appointment."

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Col. Robert Castle, Commander of Oklahoma wing (preceding page), said, "I am very pleased with the selection. All candidates were well qualified, and I'm glad they applied. I know Joe Cavett will lead the wing in a positive direction."

Lt. Col. Joseph Cavett (right) is a former CAP cadet who switched to senior member status in 1997. Since then, he has accumulated an impressive set of qualifications, including the Gill Robb Wilson Award, the highest level of professional education available to CAP members.

Col. Castle explained, "Besides his great work as a squadron commander, Lt. Col. Cavett gained valuable experience at the wing level by working in Emergency Services and Transportation. Also, he has much experience as a former cadet and working with cadets."

Because running a CAP wing is a complicated business, the successful candidate needs to have a thorough grounding in all operational and administrative areas of Civil Air Patrol. Col. Castle

added, "As part of his work as Oklahoma Wing Vice Commander East, he had to deal with budgeting and finance, as well as general administration. He'll do a great job as the next Oklahoma Wing Commander."

Lt. Col. Joseph Cavett, who was naturally pleased for having been selected as the next commander of Oklahoma Wing, said, "I've always enjoyed a challenge, and getting selected as the next wing commander was a true challenge. It is humbling, too."

When asked about his plans for the wing and its future, he replied, "My vision for command is clear. I want to create the conditions for a better membership experience."

And what would he do to help the wing move in the right direction? "Member motivation is the key to unit success. We have many talented CAP members, and it is up to us to help them find their ideal place where they can contribute the most. Succeeding in this would be a win-win situation, as members would be happy and the unit would profit too."





Col. Joe Smith, Commander of Texas Wing (left), said this about the selection, "The Texas Wing was very fortunate to have a large pool of experienced and well-qualified candidates for the Wing Commander position. That Lt. Col. Brooks Cima was chosen from this very high-caliber group is an affirmation of her exceptional dedication, her in-depth experience in all of CAP's missions, and her proven leadership skills."

A dynamic and capable leader, Lt. Col. Brooks Cima excelled at every assignment she was ever given. During her almost 14 years' service in CAP, she has achieved master ratings in all three CAP missions, as well as a Senior rating in Organizational Excellence, besides earning a long list of high-level emergency services qualifications.

Looking towards the future, Col. Smith remarked, "The Texas Wing is almost the size of one of the smaller CAP Regions and it is a challenging job in the best of times. Lt. Col. Brooks Cima is the right person – the right leader – for the Texas Wing in this very challenging time."

Lt. Col. Brooks Cima, who is a seasoned educator and business owner, said, "My primary goal as Wing Commander will be continued generative planning to find new missions for our aircrew and ground team members. The development of those missions is critical to maintaining a professional, well-trained volunteer force."

## The Fly-By, Southwest Region, April 2011

Lt. Col. Cima (below) has excelled at training in Texas Wing, having started and conducted highly successful programs for both cadets and senior members, focusing on professional development and emergency services. These have gained region and national attention, as the numbers speak for themselves. After the training started, mission success and renewed commitment to the wing followed.

She said, "I've been blessed to have the opportunity to serve on staff in all three missions of Civil Air Patrol. I look forward to encouraging a vibrant exchange of time and talent among the staff officers leading these missions. This will empower them to support and encourage all facets of CAP life." This latest assignment, then, is a continuation of what she has already done well, and a way for her to maintain Texas Wing's preparedness to serve the community, state and nation.

How does she view her selection?  
"I am both pleased and humbled by the support I've received in my bid for Wing Commander. I'll do my best to apply the high standards set by our current Wing Commander and will maintain the open lines of communication I've developed with Squadron and Group staffs in order to fully understand and address their concerns."

Both Oklahoma Wing and Texas Wing are poised to scale new heights in their fulfillment of Civil Air Patrol's congressionally-mandated missions, as their newly selected commanders prepare to take on the responsibility of discharging their leadership mission in pursuit of excellence. 🇺🇸



## ***New Mexico Cadet to Attend U.S. Air Force Academy***

*by Lt. Col. Jay T. Tourtel, CAP*

ALBUQUERQUE, N.M. – Cadet 2nd Lt. Haley E. Barela of Albuquerque Heights “Spirit” Composite Squadron received an appointment to the United States Air Force Academy as a member of the entering fourth class of 2015.

Barela has been a member of CAP and the squadron since October, 2007. She was cadet commander of the squadron from 2009 to 2010, and now serves as advisor to the cadet commander. In July, 2010 she completed CAP’s Pararescue Orientation Course at Kirtland Air Force Base, one of the most physically demanding of Civil Air Patrol’s national cadet special activities.

She is a graduating senior at Albuquerque Academy, where she has maintained a 3.65 GPA. She is also active in cross country, track and field, and plays guitar and piano for her church.

She has earned the General Billy Mitchell Award. Approximately ten percent of all Academy cadets have had prior CAP experience.

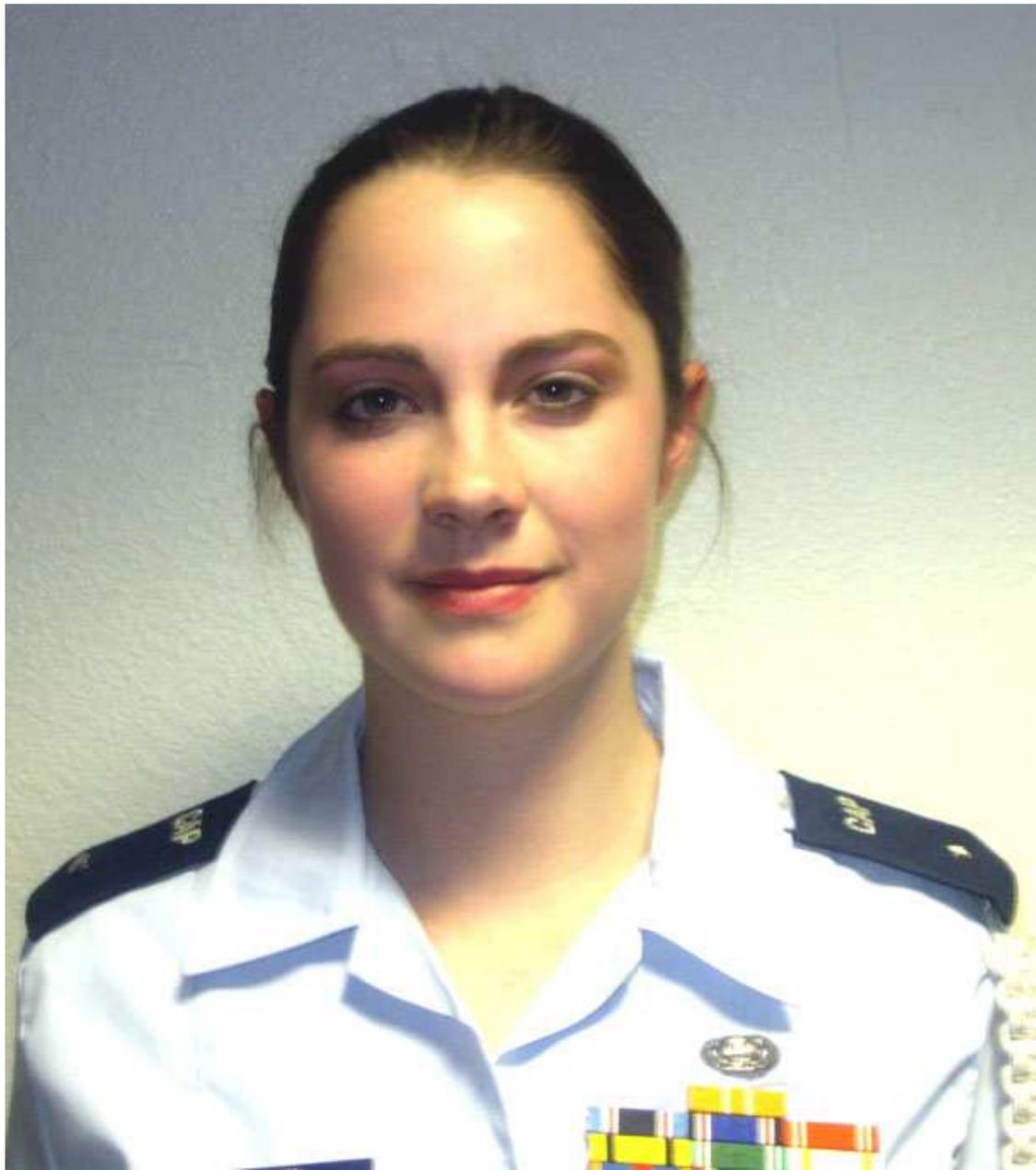
Her advice to cadets aspiring to enter the Academy? “Get involved with your squadron and your community, work hard in school, get help where you need it, and if this is something you really want, it will be a lot of work but it is definitely possible,” she said. “Simply put, never give up your dream.”

According to the Academy’s Director of Admissions, Col. Carolyn A. M. Benyshek, Barela is one of 1,500 candidates to receive an appointment to the Academy, out of an initial pool of 10,000 applicants.

A four-year education at the U.S. Air Force Academy is equivalent to a college scholarship worth \$414,000.

Barela will report to the Academy as a member of the Cadet Wing on June 23, 2011. 🇺🇸

*(Photo: Lt. Col. Jay T. Tourtel)*





## ***Texas Wing Cadet Appointed to the U.S. Air Force Academy***

*by Maj. Arthur E. Woodgate, CAP*

BROWNSVILLE, Texas – On March 29, 2011, Cadet 1st Lt. Ana M. Smith received her letter of appointment to the United States Air Force Academy, a dream that started two summers ago. As a sophomore in high school, she was serving in the Student Council where she met another Student Council member of unusual courtesy and self-assurance. One day she saw him wearing his Civil Air Patrol (CAP) uniform and was impressed by his self-discipline and the way he carried himself. His strength of character was evident and impressive.

She asked him where he had learned to be that way, and he invited her to visit the local CAP unit, the Brownsville Composite Squadron, where he was the cadet commander. She liked what she saw and decided to join, little realizing that it might change her life. In retrospect, she says, "About six months after joining CAP, when I learned about the U.S. Air Force Academy, I decided that entering it when I finished high school would be my goal." Last year, Rep. Solomon P. Ortiz and Sen. Kay Bailey Hutchison endorsed her application, and she has now been appointed to the Academy's class of 2015.

She knows that the Air Force is getting more unmanned aerial vehicles and systems at the expense of manned aircraft, and thinks this might be a detractor. "It takes some of the glamour out of flying," she says. "But still, I'm committed to a career in the Air Force."

## The Fly-By, Southwest Region, April 2011

“Civil Air Patrol has been an excellent advantage to me because it has given me a great start on leadership and in attitude,” she says, adding “I’m extremely grateful for the insight CAP has given me.” Currently the Brownsville Composite Squadron’s Cadet Commander, she has progressed very rapidly in the cadet program.

“At the Academy, I’ve chosen environmental engineering as my major,” she volunteers. She hopes to do well, and knows that at the Academy she will meet “an outstanding group of people.”

CAP Lt. Col. Sean Crandall, her CAP squadron commander in Brownsville, has only superlatives to say about her. “She’s done a great job here,” he comments. After a pause, he adds, “Over the past five years, we have placed four cadets in either the Naval Academy or the Air Force Academy. This year, our first cadet is graduating from Annapolis. Another one went also to the Naval Academy, and the other two were accepted at the Air Force Academy.”

Cadet 1st Lt. Ana M. Smith will soon start her career in the Air Force. With her will go the hopes and aspirations of many other young persons, some of them acquaintances, others younger friends, and no doubt a good number of them will be younger cadet members of the Brownsville Composite Squadron. 🇺🇸



April 2011

## **Louisiana Wing Cadet Competition**

*by Maj. Michael James, CAP*

BOSSIER CITY, La. – On Feb. 19, 2011, 15 cadets representing three Louisiana Wing squadrons were judged by the Barksdale Air Force Base honor guard on several practical events as well as uniform inspection, quiz bowl, written exam and mile run competition.

Barksdale Composite Squadron received the top overall award, scoring well on uniform inspection, quiz bowl, written exam, standard drill and outdoor practice.

Ascension Parish Composite Squadron received awards for team mile run and team spirit.

Lake Charles Composite Squadron received an award for indoor practice.

Louisiana Wing Cadet

Programs Director Maj. Victor Santana thanked Central Louisiana Composite Squadron for providing both senior member and cadet staff support during the event. 🇺🇸

*(Photos: Cadet Staff Sgt. Davie Hernandez, CAP)*





## ***Oklahoma's Annual Color Guard Competition***

*by S.M. Kathy E. Paine, CAP*

TINKER AFB, Okla. – On March 19, 2011, Tinker AFB hosted the Oklahoma Wing (CAP) Cadet Color Guard Competition at the Tinker Airman Leadership School.

Airman Leadership School Instructor Tech. Sgt. Desiree Bates, 72nd Force Support Squadron Tech. Sgt. Jason Crosby and 72nd Security Forces Squadron Tech. Sgt. Lisa Muth volunteered their time and expertise to be judges for this competition.

“What an outstanding display of professionalism. I see bright Air Force careers in their futures,” said Tech. Sgt. Desiree Bates.

The cadets were judged on wear of the uniform, indoor presentations, marching in a parade, flag pole ceremonies, physical fitness, knowledge of aerospace topics, flag history and handling, and Civil Air Patrol history.

“Wow! The cadets did an awesome job, and I was very impressed,” said Tech. Sgt. Muth.

The two competing teams were from the Grove Composite Squadron and the Oklahoma Composite Squadron. The cadets ranged in age from 13 to 17.

“I was truly impressed with the team’s military bearing, attention to detail, and the pride that each took in their jobs and responsibilities,” said Tech. Sgt. Jason Crosby.



The Grove Composite Squadron team members were Cadet Chief Master Sgt. Benjamin Goodman, Cadet Senior Master Sgts. Dakota Gray and Marshall Cook, Cadet Senior Airman Justus Taylor, and Cadet Airman John Downs.

The Oklahoma Composite Squadron team members were Cadet Staff Sgt. Skylar Nunn, Cadet Senior Airman Taijza Wilson, Cadet Airman First Class Zach Zeigert, and Cadet Airmen Cy Simpson and Shane Dusold.

“The competition was close, but the Grove Composite Squadron won for the fourth year in a row,” said CAP Major Nancy Bartlett, Director of Cadet Programs for Oklahoma Wing.

CAP has held cadet competitions since 1948, just seven years after the Civil Air Patrol was founded.

“This competition helps develop leadership, promotes teamwork and respect for the United States flag and all that the flag represents,” said CAP Col. Robert Castle, Commander of Oklahoma Wing.

The winner at the wing level goes on to represent Oklahoma Wing at the Southwest Region level, and will compete with teams from Arizona, Arkansas, Louisiana, New Mexico and Texas for the right to compete with teams from the other seven CAP Regions for the National title.

The winners receive a trophy and bragging rights, but better than that are the lifetime friendships made and the experiences that will guide them through their careers, no matter what field they choose to pursue. The competition helps put the core values – integrity, volunteer service, excellence and respect – into perspective for cadets and senior members alike.

“I tell the cadets that if they truly want to achieve their goals, hard work and persistence will pay off – it might not be right away, but dreams do come true,” said Col. Castle.

The National Cadet Competition is an annual program to evaluate the best team of cadets represented at wing, region and national levels for drill teams and color guards. The NCC enables cadets to model traits of the highest standards of leadership and personal responsibility. It is composed of the National Drill Team Competition and the National Color Guard Competition.

Teams from across America compete for the chance to win the United States Air Force Chief of Staff Sweepstakes Trophy, as well as other top awards. 🇺🇸





**Top:** (L-R) Cadet Airman 1st Class Hashe, Cadet Sr. Airman Schwarz, Cadet Staff Sgt. Reed, Cadet Staff Sgt. Whitney, and Cadet Master Sgt. King. (This photo, S.M. Reed; all others, Cadet Sr. Airman Schwartz)

### ***Texas Wing's Newest Cadet Squadron Wins Color Guard Competition***

*by Cadet Master Sgt. Stephanie King, CAP*



BASTROP, Texas – On March 11, 2011, for the first time since its creation in 2009, the Frisco Blackbird Cadet Squadron sent a color guard to Camp Swift – an Army National Guard facility in Bastrop – to participate in the 2011 Texas Wing Cadet Competition. Cadet Staff Sgt. Sean Whitney (left) commanded the team that he had chosen himself: Cadet Senior Airman Andrew Reed, Cadet Master Sgt. Stephanie King, and Cadet Airman 1st Class Michael Hashe.

After the competition, Cadet Whitney said, "The team helped me

grow as a leader and as a person over the course of the months that the color guard trained.” On the eve of the competition, the group agreed that they had prepared the drill to the best of their ability, but they thought they could have spent more time on the knowledge portion of the competition.

There are seven events in the cadet competition, as follows:

1. The standard drill demonstrates the color guard’s ability to execute common drill movements, both stationary and otherwise, within a fixed boundary and a set time limit.
2. The in-ranks inspection shows the color guard’s ability to wear the uniform properly and keep it in the best condition.
3. The quiz bowl shows the color guard’s knowledge of the aerospace and leadership texts assigned to all cadets in the Civil Air Patrol.
4. The written test expands on the same knowledge as the quiz bowl by also taking into account the cadets’ knowledge of the English language.
5. The indoor practical drill consists of posting the American and Texas flags in an indoor setting.
6. The outdoor practical drill consists of raising, lowering, and folding the American flag.
7. The one-mile run demonstrates the physical fitness of the color guard through their ability to run a mile in the shortest possible time.

To win, the team must be well-rounded and score the highest overall in the events comprising the competition.

The Frisco Cadet Squadron placed ~

- First overall in the quiz bowl, the written test, and the standard drill.
- Second overall in the indoor drill, the outdoor drill, and the in-ranks inspection.



## The Fly-By, Southwest Region, April 2011

- Cadet Staff Sgt. Sean Whitney won an individual trophy for the highest score on the written test.
- Cadet Airman 1st Class Michael Hashe won the Male Fleet Foot Award for the fastest one-mile time.

The competition came down to the knowledge portion and, when the final scoring was in, the Frisco Blackbird Cadet Squadron had won the Texas Wing Color Guard Cadet Competition for 2011. As the winners, the team will advance to represent Texas Wing in the Southwest Region Cadet Competition on March 31, 2011. The Blackbird color guard will also present the colors at the Texas Wing Conference on April 14-17, 2011, as the competition winning team represents the wing on color ceremonies.

This year's color guard competitors were the Frisco Cadet Squadron, Sheldon Cadet Squadron, and San Angelo Composite Squadron. For the drill competition, there were two entries: Sheldon Cadet Squadron and a team composed of members drawn from the Apollo and Pegasus Composite Squadrons.

Maj. Phyllis Sutton said, "The drill competition was a cliff-hanger too. Sheldon and Apollo/Pegasus were tied on the Drill Team portion, so they went to the Knowledge Bowl for a tie-breaker. As Sheldon did better, they won the Drill Team Competition."

The Frisco color guard was grateful to Capt. Lauren Ostrov, Maj. Phyllis Sutton, Senior Member Phil Reed, Cadet Senior Airman Tori Schwarz, and the Frisco Blackbird Cadet Squadron members for their support throughout the competition process. 🇺🇸





**Top:** The Anthem teachers visit the squadron's operations room, as they receive an orientation before being flown in a Civil Air Patrol aircraft. **Bottom right:** Squadron cadets did the flight line marshalling. (Photos: 1st Lt. Cindy Beck & Maj. Phil Hubacek)

## ***Arizona Wing Flies Anthem Teachers***

*by 1st Lt. Cindy Beck, CAP*

PHOENIX – On Jan. 22, 2011, at the Deer Valley Airport, Arizona Wing pilots Lt. Col. Dave Mickle, Capt. Chris Shehi, and Maj. Tim Beckwith flew four Anthem teachers, two at a time, as part of Civil Air Patrol's (CAP) Teacher Orientation Program (TOP).

Arizona Wing Commander Col. John Eggen greeted teachers Amy Huggins, Renee Peccia, Ian Peterson and Melissa Boeve in the Deer Valley Composite Squadron building. Arizona Wing Vice Commander Lt. Col. Brian Ready presented a greatly abbreviated ground school orientation





prior to the flights. The teachers also toured the squadron's operations and communications facilities.

The visiting educators then gathered with the pilots by the aircraft. The pre-flight inspection included additional instruction from the pilots on the mechanics of flight and aircraft controls, a safety check of the aircraft, and

aeronautical chart familiarization. Also discussed were the flight routes planned for the day.

Cadets from the Deer Valley Composite Squadron served as flight-line marshallers as planes departed and arrived.

The educators flew in pairs, switching seats front-to-back at Wickenburg Municipal Airport prior to returning to Deer Valley. Each teacher received a TOP Flight certificate from the Arizona Wing, suitable for framing and displaying in their classrooms. The pilots enjoyed the opportunity to show the teachers what they like best about CAP. As an extra bonus, the flight plan included the opportunity to see the Anthem school campus from the air.

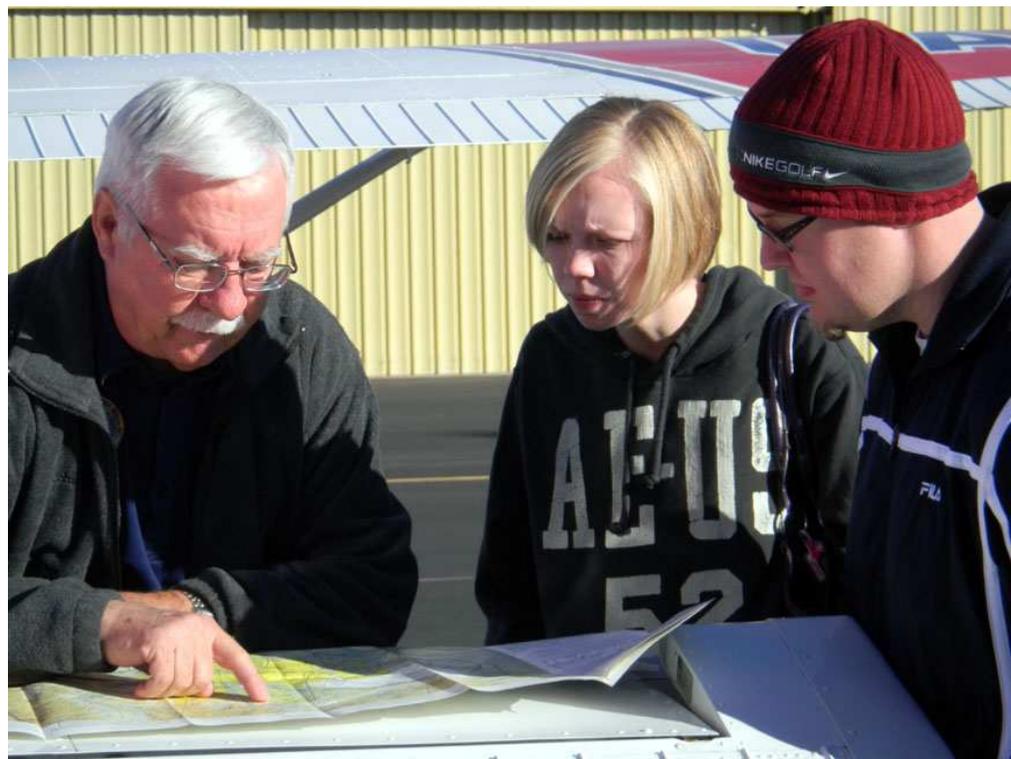
"We had a great time. What a cool opportunity. We can't wait to tell our students all about our experience and promote the Civil Air Patrol" said Anthem Teacher Amy Huggins.

The teachers enjoyed the day and took pictures and movies that they will take home and show in their classrooms. Having been inspired themselves, they will in turn share their experience and inspire their students.

Arizona Wing was happy to provide this opportunity to advance the wing's External Aerospace Education (AE) mission, promoting increased AE in the local community and schools. 🇺🇸

**Top:** The teachers learn about the flight checklist as they follow the pilot during pre-flight inspection.

**Right:** The pilot goes over the flight plan with his assigned teachers, as he explains how to read an aeronautical chart.



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## **Oklahoma Unit Enters CyberPatriot Competition**

*by 2nd Lt. Jenean Arnold, CAP*

OKLAHOMA CITY – Thirty-two Civil Air Patrol teams – including one from Oklahoma Wing – advanced to the third round in the All-Service Division of CyberPatriot, the nation’s largest and fastest-growing youth cybersecurity challenge.

Oklahoma’s team (right) included Cadet Master Sgt. Patrick Arnold, Cadet Sr.

Airman Nathan Boren and Cadet Airman Matthew Douma of the Cleveland County Composite Squadron, coached by 2nd Lt. Chris Dare (at left) of the Oklahoma City Composite Squadron.

The CAP teams, which include two of the top three teams in CyberPatriot’s 2010 competition, joined 49 Junior ROTC teams from all military services in the competition that started in December, 2010.

“To watch those three cadets was an impressive display of skill,” said Oklahoma Wing Commander Col. Robert Castle (in aviator shirt, below). “It made me proud to know that we have cadets of that caliber, able to compete at that level.”

Top teams in the All-Service Division will continue to compete in a series of online rounds to determine the 2011 finalists for the championship round to be conducted at the Gaylord National Convention Center in Washington, D.C., in April, 2011. The championship round will consist of finalists from the All-Service Division, as well as an Open Division that includes teams registered from public, private, parochial and home schools.

In all, more than 650 teams registered to participate in the 2011 competition. Nearly 400 of them registered in the All-Service Division.

CyberPatriot is an education initiative sponsored by the Air Force Association to inspire students to consider science, technology, engineering and mathematics fields in their studies.

The first two rounds of competition ended on Nov. 6. Nationwide – and in U.S. Department of Defense Dependent Schools in Japan, Korea and Guam – teams raced against time and their opponents to quickly find and effectively correct vulnerabilities in a virtual computer network.

In the end, the winning Civil Air Patrol team was the Orlando Cadet Squadron, scheduled to compete for the title during the weekend of March 31-April 1, 2011. As of this writing, the final outcome was in the balance. 🇺🇸





**Top:** Eleven squadron cadets and five senior members participated in the field training exercise, along with 27 Air Force Junior ROTC cadets, and one CAP cadet from Los Alamos.

### ***New Mexico Wing Members Brave Wintry Day for FTX***

*by Lt. Col. Jay T. Tourtel, CAP*

ALBUQUERQUE, N.M. – For the weekend of Jan. 29-30, 2011, cadets and senior members from Albuquerque Heights “Spirit” Composite Squadron braved below-freezing temperatures on an overnight field training exercise (FTX) held at Mt. Taylor, near Grants.

Twelve cadets and five senior members – including a CAP cadet from Los Alamos – trained with 27 Air Force Junior ROTC cadets as part of a joint exercise that emphasized direction finding, land navigation and radio communications skills.

Mission personnel were briefed on the morning of Jan. 29. They were to search for six presumably lost hikers and a simulated downed aircraft. Search aircraft were dispatched from Grants airport, and mission personnel were divided into two ground teams. Assisted by dog teams, that picked up the human scent, the ground teams eventually found their objective.

The exercise was the first time the squadron had held an overnight training exercise, and the first joint exercise the squadron had ever conducted with Air Force Junior ROTC members.

Cadets not participating as ground team members trained as mission radio operators and mission staff assistants, providing support at the mission’s Mobile Operations Center (MOC). The JROTC cadets, unable to go with the ground teams, received classroom instruction in the basics of search and rescue techniques.

## The Fly-By, Southwest Region, April 2011

On Sunday, Jan. 30, personnel broke camp and participated in training exercises that emphasized line search techniques, map reading using the CAP grid system, scene control and trauma management.

For many cadets, the training was tiring and stressful, but well worth the effort. Afterwards, Cadet Airman Juana R. Fox said, "I was really tired when I got home on Sunday afternoon, but I hope I can go on an exercise again – maybe not in the winter."

Cadet Fox will get her wish. The next FTX is scheduled for June 18, 2011. 🇺🇸

**Below:** Cadets and senior members receive their mission briefing at Mt. Taylor. (Photos: Betty Wilson)





**Top:** (L-R) Cadet Senior Airman Kyle Cardwell, Cadet Airman Daniel Webster, and Cadet Staff Sgt. Andrew Griggs, members of the 99th Composite Squadron, Arkansas Wing. (Photo: Lt. Col. Larry Webster)

### ***Arkansas Wing Cadet Promotions***

*by Lt. Col. Larry Webster, CAP*

WEST MEMPHIS, Ark. – Recently, cadets from the 99th Composite Squadron were promoted at the unit’s monthly promotions and awards night. Cadet Andrew Griggs was promoted to Cadet Staff Sergeant, thereby transitioning from the learning phase to the leadership phase of the cadet program and thus qualifying for assignment to cadet noncommissioned officer duties. Cadet Staff Sgt. Griggs has been a CAP member since July, 2010.

Also promoted to the cadet rank indicated were Cadet Senior Airman Kyle Cardwell, who has been a CAP member since August, 2010, and Cadet Airman Daniel Webster, a member since February, 2011. The latter received his first promotion in the Civil Air Patrol Cadet Program. 🇺🇸

## Louisiana Wing's Group One Holds Search and Rescue Exercise

by 2nd Lt. Joe Jacobs, CAP

MONROE, La. – On Feb. 26, 2011, Group One held a Search and Rescue training exercise at the Monroe Regional Airport. Eleven sorties were flown and five ground sorties were completed. "Aerial photography and aerial damage assessment operations were the primary missions of the



daylong event," said Safety Officer 2nd Lt. James Breaux.

Twenty-five senior members and eight cadets participated.

Assets included four aircraft and one van.

Capt. John Benton assisted Lt. Col. Charles Smith, the Incident Commander. Group One commander Maj. Keith Anderson taught a scanner course to new members.

Louisiana Wing State Director John Zaremba offered encouragement and advice throughout

the day.

Capt. Elvis Stout, commander of the local squadron, said, "We were not perfect but our squadron had an 85% participation rate and we had five mission pilots on hand. We were safe, the food was great, and we learned a lot from today's missions." 🇺🇸

Photos: 2nd Lt. Joe Jacobs



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## **Albuquerque Heights Composite Squadron Awards**

by Lt. Col. Jay T. Tourtel, CAP

ALBUQUERQUE, N.M. – During the meeting of Feb. 10, 2010, the squadron presented a well-deserved senior program award and an aerospace education award for senior members, as well as other awards and promotions.

Lt. Col. Jason A. Dworkin, the squadron's professional development officer, received his Paul E. Garber Award Certificate in recognition of his having completed Level IV of Civil Air Patrol's five-level senior member professional development program. Dworkin has been a member of CAP since April, 1991.

The squadron's Health Services Officer, 1st Lt. Diane K. Bentzen, received the General Charles E. "Chuck" Yeager Aerospace Education Award Certificate for her successful completion of the aerospace text *Aerospace: The Flight of Discovery*. When she completes Level II of CAP's professional development program, Bentzen will receive the General Benjamin O. Davis Award certificate – signifying her completion of Level II – embossed with the General Charles E. Yeager seal. Bentzen has been a member of CAP since August, 2010. 🇺🇸



**Top:** Squadron Commander Lt. Col. Beverly A. Vito presents Squadron Professional Development Officer Lt. Col. Jason A. Dworkin with the Garber Award Certificate for completion of Level IV in CAP's professional development program.

**Left:** Lt. Col. Beverly A. Vito presents Squadron Health Services Officer 1st Lt. Diane K. Bentzen with her Charles E. "Chuck" Yeager Aerospace Award Certificate.

*Photo: Lt. Col. Jay T. Tourtel.*



**Top:** Dignitaries, distinguished guests, and CAP members break ground for the new Glendale Composite Squadron Hangar.  
**Bottom right:** State Representative Jerry Weier holds the commemorative plaque he presented to the squadron commander.  
(Photos: Sian Proctor)

## ***Arizona's Glendale Composite Squadron Breaks Ground for New Hangar***

*by 1st Lt. Cindy Beck, CAP*

GLENDALE, Ariz. – On Saturday, March 12, 2011, at the Glendale Municipal Airport, Civil Air Patrol members, local dignitaries and guests turned out to dig the first ceremonial shovelfuls of earth to get the Glendale Composite Squadron's new hangar started.

This much-needed facility's construction is the result of over a decade's worth of effort on the part of squadron





members and local officials. The Glendale squadron estimates a mid-summer 2011 completion date for the hangar.

After Squadron Commander Capt. Peter Mountain had called upon the cadet color guard to present the colors, Arizona State Representative Jerry Weier presented a plaque to him and the squadron.

Arizona Wing Commander Col. John Eggen spoke to the assembled members and honored guests, thanking all for their efforts on behalf of Civil Air Patrol.

After the ceremonies, Aircraft Owners and Pilots Association representative Stacy Howard presented a cake that had been decorated with the Glendale Composite Squadron patch.

Attending the event were:

- State Representative Jerry Weiers
- Glendale Aviation Commissioner Carl Duggins
- AOPA Representative Stacy Howard
- Glendale Council Member Joyce Clark
- Vice Mayor of Litchfield and VP of Glendale Pilots Association Paul Faith
- Southwest Region Vice Commander West and former Arizona Wing Commander Col. John Varljen, CAP

- Arizona Wing Commander Col. John Eggen, CAP
- Arizona Wing Vice Commander Lt. Col. Brian Ready, CAP
- Arizona Wing Asst. Vice Commander Maj. Matt Fields, CAP
- Former 308 Composite Squadron Commander Maj. Keith Swapp, CAP
- Former 308 Composite Squadron Commander Maj. Frank Scherer, CAP
- 308 Composite Squadron Commander Capt. Peter Mountain, CAP
- Goodyear, Arizona Mayor Elect Georgia Lord
- Glendale Municipal Airport Operations Crew Leader Jim Gum
- Glendale Municipal Airport Manager Judy Skeen
- Hangar General Contractor Ricky Cole

The new hangar will house the squadron's airplane and serve as the squadron's new home and meeting place. 🇺🇸

**Top Left:** Squadron cadets present the colors.

**Right:** AOPA representative Stacy Howard prepares to cut the cake she brought along.





**Top:** The KC-135 on the tarmac is readied for the mission. **Below:** Cadets after the briefing. (Photos: Sgt. John Horne and 1st Lt. Jerad Hoff)

### ***Arizona Wing Members Fly High in a KC-135 Tanker***

*by Sgt. John Horne, CAP*

PHOENIX – On Feb. 4, 2011 a group of 23 cadets and 7 senior members accompanied an Arizona Air National Guard (ANG) aircrew on a KC-135 air tanker flying a refueling mission over





Southern Arizona. There were eleven cadets from Squadron 302, seven from Squadron 305, four from Squadron 316, and one from Squadron 209. Seven senior members came from various Arizona Wing squadrons. To participate in the flight, cadets had to be at least 16 years old.

The group



## The Fly-By, Southwest Region, April 2011

received a security and safety briefing at the Operations Theater on the ANG Base of the 161st Air Refueling Wing located at the Phoenix Sky Harbor International Airport. With the excitement mounting, CAP members finally got the word to get started, crossed the tarmac, and climbed the boarding ramp to the waiting KC-135R air tanker.

They arranged themselves in the plane's empty cargo space, where seating consisted of rows of webbed "lawn chair" style seats lining each side of the airplane. Four small windows in the fuselage permitted outside viewing during the flight.

The Civil Air Patrol group soon discovered why they had been issued ear plugs prior to boarding. As soon as the engines reached full power, their high noise made ordinary conversation all but impossible. Once airborne, passengers were permitted to wander freely inside the plane.

Everyone had to wear an Emergency Portable Oxygen System – a flat bag containing a clear plastic hood attached to a small portable oxygen bottle that was to be used in case of sudden cabin depressurization. Temperature levels in the plane consisted of two levels: very hot and not hot. CAP members compensated by donning or removing jackets or BDU tops.

The tanker's refueling mission over Southern Arizona was to service four F-16 and ten A-10 fighters. CAP members were allowed access to the boom operator's area in the rear of the plane, where they could observe, photograph and film refueling operations with the fighters. This flight's boom operators were Master Sgt. Andrew Duncan and Staff Sgt. Daniel Cole.

The pilot, Lt. Col. Josh Clark, and co-pilot, Capt. Mike Roberts, were very generous in allowing

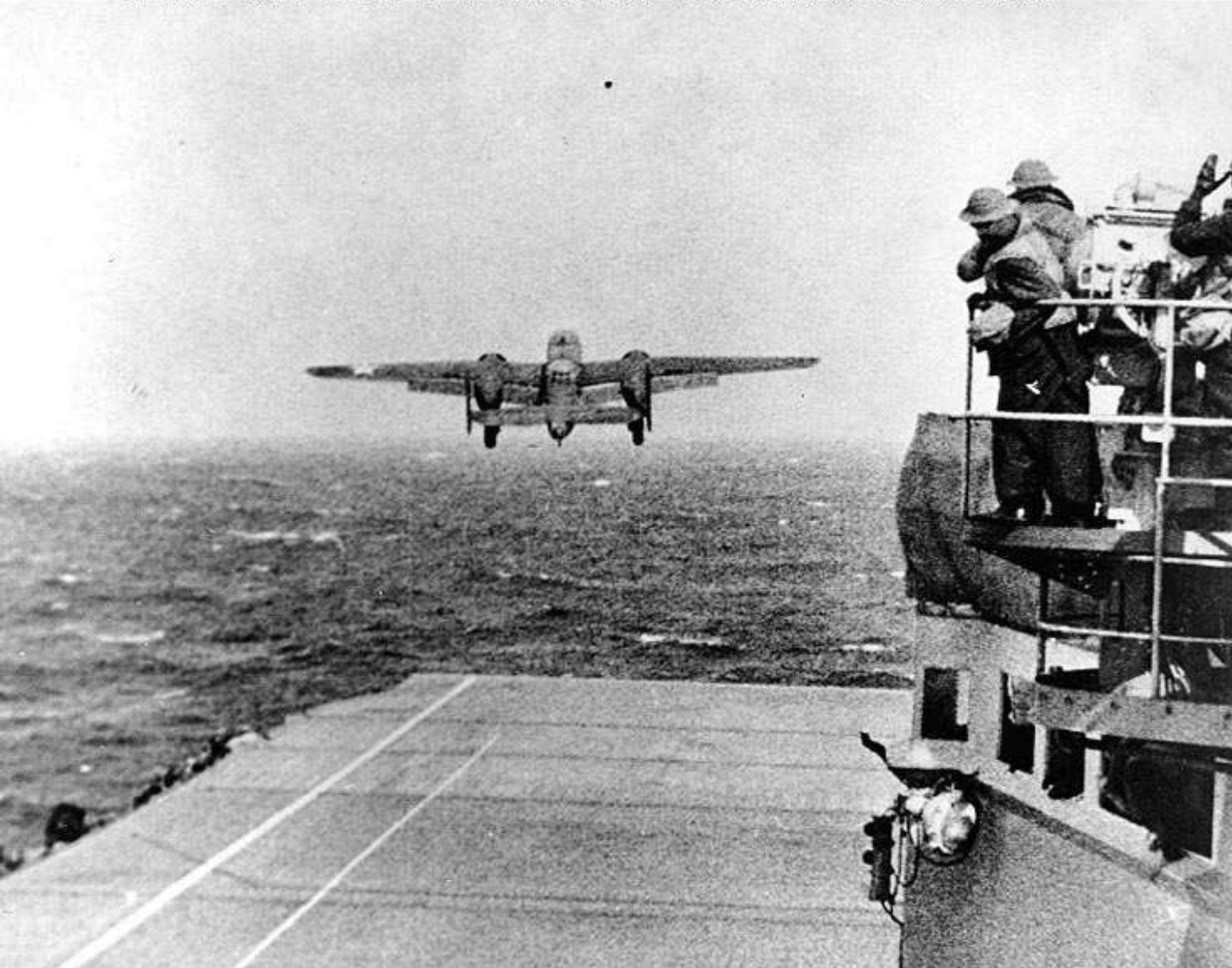
CAP members free access to the cockpit once the plane was airborne. Cadets and senior members observed flight operations and listened to radio "chatter" between the tanker aircrew and the pilots refueling their fighters.

The refueling flight lasted approximately 4 hours. By the flight's conclusion, the Civil Air Patrol members had experienced a full and complete understanding of what an actual operational refueling flight is like.

The participation of Civil Air Patrol members in this flight was made possible by the intervention of Maj. Matt Young, Maj. Lizbeth Patterson and Mr. E.T. Holm of the CAP/USAF Liaison Office, whose diligent efforts resulted in a most educational event.

The 161st Air Refueling Wing "Copperheads" has been based at the Phoenix Sky Harbor International Airport since 1972. This Arizona Air National Guard unit consists of 900 personnel and 8 KC-135R tankers, each of which can carry 30,000 gallons of aviation fuel for mid-air refueling of a wide variety of airplanes. The Wing also has a mission of air evacuation flights from the Far East, Europe and the Middle East. 🇺🇸





### ***What Is it About the Heart of a Volunteer?***

*by 2nd Lt. Howdy Stout, Oklahoma Wing Public Affairs Officer*

I have a confession to make – I like flying movies. In fact, they don't even have to be movies about flying. Throw in a flying machine or two and I'll sit through the boring emotion-laden, tear-jerking parts just to catch a glimpse of aviation in action.

If the airplanes are real, so much the better. I like seeing the real thing flown by real people in real sky.

That brings me to the deeper, darker side of my confession. I like the movie Pearl Harbor. I liked it so much I saw it in the theatre. Three times I sat through it; full price. I suppose that's akin to Bruce Willis admitting he loves the Twilight trilogy, but so be it.

Granted, there is some sort of romantic sub-plot, but it does have real airplanes doing real things. And a bit of history.

In the movie, Jimmy Doolittle says he knows America will win the war despite being on the ropes from the outset. The reason? "There's nothing stronger than the heart of a volunteer," he says.

Doolittle epitomized that. A pioneering Army Air Corps pilot in the interwar years, he left the military for the private sector, devoting his energy to the development of commercial aviation. But when the war clouds gathered, he set aside his lucrative career to rejoin the service, leading the one-way Doolittle Raid on Tokyo, and eventually rising to command the 8th Air Force that helped bomb Nazi Germany into surrender.

And – like a volunteer – when the fighting was over, he went home.

This year marks the 70th anniversary of America's entry into World War II. It also marks the 70th anniversary of the Civil Air Patrol, whose members did the same as Jimmy Doolittle, setting aside their private lives to serve their country as volunteers.

Thousands joined and flew during the war, patrolling America's vulnerable coastlines by air, many in their own aircraft. They spent hours in the air, miles from shore, in single-engine aircraft looking for trouble.

And trouble often found them, not just in the form of enemy submarines, but in bad weather, rough-running engines, and less-than-precise navigation. We must remember that these weren't the days of GPS-direct navigation, computer-designed aircraft, and on-board weather satellite connections.

I can appreciate the skills that were needed to pilot machines requiring a bit of brute strength, following a wobbling whiskey compass over a featureless ocean. I can appreciate, too, the spirit that continues to motivate CAP's volunteers. There is no financial reward to tramping through brush to find an emergency locator transmitter or to flying a search pattern. Nor is there any reward for filling out official forms or reading regulations.

But there is reward in helping a cadet learn a new skill, in finding a missing person or assisting fellow citizens in an emergency. And there is a reward in showing others the strength of a volunteer's heart, in the belief of something larger than the self.

In a year filled with anniversaries – the founding of the Civil Air Patrol, Pearl Harbor and September 11 – the spirit of self-sacrifice is worth reconsidering.

"Victory belongs to those who believe in it the most and believe in it the longest," Doolittle said. "We're going to believe. We're going to make America believe, too." 🇺🇸



## My Page

### ***Honoring Civil Air Patrol Volunteers***

DRIPPING SPRINGS, Texas – Today's Civil Air Patrol is not the same as the organization founded on Dec. 1, 1941. That original gathering of volunteers – who brought their own planes, talent and time to the fight against America's enemy in WWII – braved the dangers of weather, unreliable engines, merciless seas and even enemy fire. Some of them died.

In 1997, Louis E. Keefer copyrighted his book "From Maine to Mexico" subtitled "With America's Private Pilots in the Fight Against Nazi U-Boats." It is a collection of first-person accounts describing the volunteers' actions, emotions, dangers, duties, thoughts and hopes. It covers the period Feb. 28, 1942 to Aug. 31, 1943. It is very hard to read in one sitting, as on the surface it seems to be just a collection of infinite variations on the same theme. But it does have a cumulative effect; its impact hinges on the individual's perspective and personal danger when contrasted with the overall war-time effort and America's desperate need.

Not quite on the same level, Keefer's book has a flavor of danger, boredom and exhausting work comparable to that of Nicholas Monsarrat's "The Cruel Sea." On a Penguin paperback that I bought as a very young man, the latter had a memorable paragraph preceding the book that read, at the start and ending, "This is the story of one ocean, two ships, and about 140 men ... the enemy is the cruel sea itself." The book, made into a dramatic motion picture in 1953 with Jack Hawkins in perhaps his finest role, was adapted into a poignant story line that develops with relentless detail. As does Keefer's book of snippets and notes, these are shreds of lives lived that let us peek into many, many hearts.

Those first Civil Air Patrol members came from all walks of life. Some were wealthy, others poor. Some had been rejected for military service and others were too young for it. Some were men, others women. All were volunteers who wore a uniform with red shoulder sleeves, to many of the locals' immense suspicion. Most were distrusted by America's military until they had proven themselves. On one occasion, some Navy pilots were forced to ditch far off the coast and a CAP aircrew saw it happen, radioed it in, and circled the area until a ship came to pick them up. After that, as far as that Navy base commander was concerned, the Civil Air Patrol and its members could do no wrong, and he helped wherever he could.

CAP planes patrolled the sea lanes over open waters, at a distance too great for them to be able to glide back to shore should the engine fail. The planes were



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single-engined, of course, and these engines failed with amazing regularity. Depending on how cold the ocean water was, ditching often meant death by hypothermia unless rescued promptly. Some died this way. Others crashed on land, with the same result.

These early CAP volunteers shared a love of country and flying. They were reimbursed at a subsistence level, got little recognition other than the Air Medal after they had documented having flown 200 mission hours, and today are no longer young. In fact, many of them are only memories now. We know little about them, as record-keeping was poor because of CAP's short-handed staff and lack of funds,

Currently, Civil Air Patrol has asked Congress to recognize with a Congressional Gold Medal those who served during WWII as CAP members, and thus House Bill H.R. 719 and Senate Bill S. 418 have been proposed. To succeed, these bills will need at least 290 House co-sponsors and 67 Senate co-sponsors. You can help by contacting your senators and representative, asking them to co-sponsor this important initiative. For more information, please visit this page [http://members.gocivilairpatrol.com/cap\\_national\\_hq/cap\\_congressional\\_gold\\_medal.cfm](http://members.gocivilairpatrol.com/cap_national_hq/cap_congressional_gold_medal.cfm) on the NHQ website. There you'll find a link where you can enter your ZIP code and find out who your representative and senators are. Please write to them (on the link you'll find sample letters), leave an e-mail on their websites, even phone them and visit with them at their local office if you can.

This is our chance to honor those who came before us, those who volunteered when the country was struggling through its darkest hour, those who sacrificed everything to help the nation and, in a way, us, as it is partially thanks to them that our country remains safe and free.

Please do it today. It will take just a few minutes of your time. As you wonder whether to give this brief moment for others, please think of them and their endless hours of flying over distant waters, wondering whether their airplane's engine might quit on them and they'd drop into frigid waters – and almost certain death.

Please do it now. 

**Maj. Arthur E. Woodgate, CAP**  
**SWR Director of Public Affairs**  
[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

Photos: The National Museum of the Civil Air Patrol

